

30 MAR 1964

MEMORANDUM FOR: Chief, Current Support Staff, ORR

SUBJECT: Areas in Poland Closed to Western Diplomatic Travel  
CIA/RR 68 64-10

1. The information following is supplied for possible use of the Watch Committee, as you suggested in our phone conversation on 27 March.
2. In late March 1964 the Polish Government announced the establishment of 19 areas in which western diplomats will not be allowed to travel, except by plane or train, beginning 1 April. The new limitations on the movement of western diplomats are expected retaliation for restrictions recently imposed on the movements of Polish diplomats in the United States. Although full evaluation must await tests on the ground, the new scheme of Polish restricted areas does not seem at face value to be as rigorous a limitation as might have been expected.
3. The announced 19 areas comprise civil divisions, some of which are contiguous. Thus, there are actually only 10 individual prohibited areas. These take in some 18,000 square kilometers or about 6 percent of the territory of Poland. The ten areas are distributed more or less evenly throughout the country: three in the north, four in the center, and three in the south. Cities of some importance wholly within the restricted areas include Lublin (181,000), Czestochowa (164,000), Gdynia (148,000), Legnica (64,000), Jaroslaw (26,000), and Wajherowo (25,000).
4. On the whole, the pattern of the new restricted areas does not reflect a particularly pointed effort to limit surveillance of missile sites, airfields, and other military features. Nor does it seem to be drawn specifically to curtail observation of industrial installations. The all-important Upper Silesian industrial complex remains completely open, as does most of the industrial belt surrounding Warsaw. From a strategic point of view, the loss of access to Legnica (Hq. for Soviet forces in Poland) is perhaps the most serious setback with loss of access to the Gdynia-Hel area a close second.
5. Surveillance of the main railroads across Poland (USSR-Berlin) will not be greatly affected by the new prohibited areas, apparently. The Brest-Warsaw-Poznan-Berlin route (including the Lukow-Skierniewice bypass) remains completely accessible except for a 20-kilometer stretch immediately east of Poznan. The main southern route (Przemysl-Rzeszow-

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Katowice-Wrocław-Scinawa-Frankfurt-Berlin) is affected in two places: (a) a 30 kilometer stretch west of Wrocław, and (b) a 25 kilometer stretch between Przemysl and Rzeszów. An alternate southern route (Wrocław-Legnica-Zagan-Forst-Berlin) will be blocked off in a 30 kilometer stretch around Legnica. The northern route Kaliningrad-Torzew-Pila-Berlin is not affected directly, although the alternate line Torzew-Gdansk-Gdynia-Koszalin-Szczecin-Berlin is blocked off for some 50 kilometers in the vicinity of Gdynia.

6. The new restricted areas will not prevent surveillance of traffic on most main roads, but will curtail somewhat (as a nuisance factor, mainly) the automobile reconnaissance trips heretofore made regularly by western attaches. Noteworthy among the routes blocked are those leading northward from Warsaw, the Warsaw-Poznan-Berlin route, and the Warsaw-Katowice route (blocked at Czestochowa).

7. It is believed that relatively few of the installations listed [redacted] will fall within these restricted areas.

8. It is quite possible that some of the new restricted areas were delineated in part to direct western intelligence interest to places of no importance.

[redacted]  
Chief, Europe Branch, Geography Division

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1 PROD 15-13

Title of Report Navigability of the Song Gianh and Overland  
Connection with Route 12 (North Vietnam)

Date March 1964

Report No. CIA/RR GB 64-9 PN 61.1723B

Classification/ CONFIDENTIAL

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**SENSITIVE**

Analyst/Branch [REDACTED] GG/F 25X1A Graphics

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Song Gianh Drainage Area

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26 March 64

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